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**Adjutant General's Office [Army] ltr dtd
29 Apr 1980**

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REPLY REFER TO

AGAM-P (M) (3 May 68)

FOR OT RD 681243

8 May 1968

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th Transportation Battalion (AM&S), for quarterly period ending 31 January 1968

SEE DISTRIBUTION

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

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C. A. STANFIELD
Colonel, AGC
Acting The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 765TH TRANSPORTATION BATTALION (AM&S)
"MUI TEN THANG"
APO 96291

AVGFV

13 February 1968

SUBJECT: Operational Report for Quarterly Period Ending
31 Jan 1968, RCS CSFOR-65 (WCKG-T0)

In accordance with United States Army, Vietnam Regulation 1-19 dated 3 Nov 1967, the following is submitted in two sections:

SECTION 1

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. MISSION. To provide command, control, staff planning and administrative supervision of assigned transportation aircraft direct support companies, a transportation general support company and a provisional aviation electronic support company.

2. ORGANIZATION. The 765th Transportation Battalion (AM&S) Headquarters Detachment is organized under TQ&E 55-456D, dated 20 April 1961, as changed, and General Order Number 239, Headquarters United States Army, Pacific, dated 7 November 1967. The Headquarters and Headquarters Detachment is located at Vung Tau, Vietnam. Subordinate units of the battalion are the 56th Transportation Company (ADS)(-) located at Long Thanh North, the 388th Transportation Company (ADS)(-) located at Vung Tau, the 611th Transportation Company (ADS)(-) located at Vinh Long with a direct support platoon located at Soc Trang, the 330th Transportation Company (GS) located at Vung Tau, the Aviation Electronic Support Company (South)(Provisional) - AESCS. (-) Headquarters and 1st Platoon of the AESCS are co-located with the 388th and 330th at Vung Tau. The 2nd Platoon of the AESCS is located at Saigon and the 3rd Platoon of AESCS is located at Vinh Long.

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3. UNIT MOVEMENT.

a. With the exception of its Aircraft Processing Section located at Saigon Heliport the 56th Transportation Company (ADS) completed its relocation to Long Thanh North, a direct support platoon of the 56th was located at Long Binh. They closed with the main body and the company was operational the 28 January 1968.

b. An advance party of the Second Platoon AESCS (-) located at Saigon Heliport has completed a move to Long Thanh North and is now performing line work and some direct support maintenance co-located with the 56th Transportation Company (ADS). Movement of the entire Second Platoon to Long Thanh North is hindered by lack of stable power and necessary repair shop buildings.

c. The third platoon located in Vinh Long went into full operation 15 December 1967.

4. AIRCRAFT MAINTENANCE.

a. DIRECT SUPPORT. The direct support mission of this battalion is to provide direct support and backup direct support in the areas of airframe, engines, aircraft systems, aircraft armament (including weapons), and all avionics navigational and communications equipment for 870 aircraft located in the III and IV corps tactical zones. During this reporting period, the direct support units assigned to this battalion processed 11,435 aircraft, aircraft components, aircraft armament and avionic work orders representing an expenditure of 177,553 man-hours. Of the work orders completed 1,961 were for the repair of aircraft and aircraft components, 8,347 pertained to the repair of aircraft communications and navigational systems and 1,127 were performed on aircraft armament systems.

b. GENERAL SUPPORT.

(1) The Aviation Electronic Support Company (South) (Provisional) - AESCS -, provides general support and backup direct support maintenance for over 900 aircraft and direct support maintenance for over 200 aircraft. Avionics navigational and communications general support and backup direct support maintenance is provided by the AESCS for all aircraft supported by the battalion throughout the III and IV corps tactical zones. The AESCS also supports Army Aircraft located in Bangkok, Thailand (JUSMAGG), aircraft operated by Air America in Saigon and USAF C-7A aircraft located at Vung Tau.

(2) During this reporting period, the AESCS completed 13,892 work orders (48,300 man-hours) of which 8,347 were direct support (19,660 man-hours) and 5,545 were general support (28,640 man-hours). A total of 25,000 items were evacuated to Sacramento Army Depot and to the

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floating aircraft maintenance facility (USNS Corpus Christi Bay). The AESCs also receives, repairs and distributes all Avionic Test Equipment for the III and IV tactical zones. During this reporting period 525 items of test equipment were repaired and calibrated in the units test equipment complex in Saigon.

(3) The 330th Transportation Company (GS), provides general support and backup direct support maintenance for all aircraft, aircraft components and armament systems (including weapons) supported by the three (3) aircraft direct support companies of the battalion. During this reporting period, a total 870 aircraft were supported. The unit expended 94,444 man-hours (39,204 civilian)(55,240 military) in repairing and returning to service 109 aircraft and 528 components. Additionally, 87 aircraft which sustained major or combat damage were evacuated to CONUS.

5. ARMAMENT. The following number of armament systems were supported and repaired by this battalion during this period.

<u>NUMBER</u>	<u>SYSTEM</u>	<u>REPAIRED</u>
50	M-3	53
50	M-5	90
120	M-16	81
80	M-21	298
1,200	XM-23 & 24	102

6. AIRCRAFT PROCESSING. During this period the 388th Transportation Company aircraft off-loading operation was extensive. TWELVE HUNDRED THIRTY ONE (331) aircraft were in processed from six carriers, and one sea train. The 56th Transportation Company (ADS) improcessed 237 aircraft delivered by Air Force Transport at Tan Son Nhut. Eighty-seven aircraft were disassembled and retrograded by air transport to CONUS.

7. AIRCRAFT RECOVERIES.

a. During this period, the aircraft direct support companies of the battalion rigged 172 aircraft for either field extraction, i.e., aerial recovery from an area which has been temporarily secured by ground forces and/or armed helicopters delivering suppressive fire, or maintenance evacuations, i.e., airlift of the aircraft from one maintenance facility to a higher echelon maintenance facility or to an aerial port for shipment to CONUS. A total of 104 aircraft rigged by the 56th, 388th and 611th were either extracted or evacuated by CH-47 "Chinook" helicopters assigned to the 330th Transportation Company (GS).

b. Another unusual recovery was accomplished during this reporting period when the 388th Aircraft Recovery crew "Recovered" an

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ammunition barge 3 Dec 1967 which had broken loose from its mooring and drifted a long distance away from the Vung Tau peninsula. The recovery team found and secured the barge and the "Extraction" was performed by an Alaskan Barge & Transport tug.

8. TECHNICAL SUPPLY.

a. During the period, the 611th Tech Supply activity received and converted to the NCR 500 automatic stock record accounting system.

b. The following statistics represent the combined supply activities during this reporting period:

<u>AIRCRAFT</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>
ASL Lines	30,738	41,862	45,169
Percent at Zero Balance	22%	20%	23%
Requests Received	5,658	4,862	6,095
Demand Accommodation (%)	68%	73%	80%
Demand Satisfaction (%)	71%	70%	59%

10. FACILITIES.

a. During this period two 20' x 48' buildings were constructed at Vung Tau to house the new facilities for the repair of Mohawk peculiar avionic items such as SLAM, IR and camera. These buildings are not yet complete and it may be some time before air conditioners are obtained for them.

FACILITIES COMPLETED

- 1 Production Control building
- 9 Troop barracks (one story)
- 1 Mess Hall
- 1 Orderly Room

FACILITIES UNDER CONSTRUCTION

1. Construction of an insulated office/work area between the NCR 500 Vans.

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2. Construction of a 8' high wire fence incloser
to Tech Supply Area.

11. AAMTAP SCHOOL.

a. During this reporting period, 635 students were grad-
uated from the following courses:

	<u>NO COURSES</u>	<u>TOTAL STUDENTS</u>	<u>HOURS OF INSTRUCTION PER COURSE</u>
UH-1B&C	6	90	80
T-53-L-11	5	42	80
T-53-L-13	4	58	80
UH-1D	5	98	80
T-55	4	34	80
CH-47	1	16	160
OH-6A	6	99	80
T-63	6	80	40
XM-27-E1	6	48	40
AVCOM Supply	5	70	80
TOTALS	48	635	800

b. During this reporting period additional real estate has
been obtained for future expansion of the school.

c. The present training and storage facility has just
been replaced by a newer addition. The old storage area will be used by
newly assigned cadre as quarters in conjunction with our future expansion.

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31 Jan 1968, RCS CSFOR-65 (WCKG-T0)

SECTION II

COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS

PART I

OBSERVATIONS

OPERATIONS

ITEM: Units Coming into Country without Support Units

DISCUSSION: Many units have been coming into country with no idea of who will give them maintenance support. Inquiries have been received at this headquarters from newly arrived units asking about avionic maintenance support. These units arrive with limited maintenance and float equipment. This causes confusion and haphazard work load projections for units in this area. The lack of float systems in new units reduces the availability of float support to all other units in the geographical area of support.

ITEM: Local Salvage Operation

DISCUSSION: Salvage operations in a combat situation become quite extensive. The concept of localizing command and control of salvage operations and operation of a salvage point at the general support level is just and feasible under peacetime conditions and routine aviation activities. However, the accelerated salvage operations inherent under combat conditions justify some degree of decentralization.

ITEM: Working Hours for Civilian Contract Personnel

DISCUSSION: Civilian contract personnel working both as Field Service Representatives and as Avionics Bench Technicians have different working hours according to the company by which they are employed. These contracts differ in working hours per week, holiday and overtime provisions. Scheduling and coordination problems arise when several companies with different type contracts work in the same area.

ITEM: 388th Tech Supply was unable to issue SMI and TARP serviceable aircraft parts against EDP's during Saigon hostilities.

DISCUSSION: During the recent hostilities in the Saigon area on 31 Jan 68 and 1 Feb 68, it was extremely difficult to get into the Saigon complex by telephone. In addition, due to the nature of the emergency, many offices were not staffed as personnel were required to remain in their billets. During this period, several attempts were made to get releases on EDP's, one for an L-13 engine that is in pre-position stock with the 388th Trans Tech.

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SUBJECT: Operational Report for Quarter Period Ending
31 Jan 1968, RCS C5FO6-05 (WCKG-T0)

Supply and one each for a UH-1 transmission and swash plate assembly just coming out of the TARP program serviceable, awaiting shipment to AMMC. Due to both of the above cited reasons, AMMC could not be contacted. When a line was obtained, personnel were not present to release said items. There is no contingency in the present regulations which will give latitude to the unit to act under circumstances such as caused during the recent hostilities.

ITEM: Processing of Aircraft

DISCUSSION: Offloading and shipment of Army aircraft has been accomplished exclusively by this battalion. The 56th Transportation Company (ADS) is responsible for handling all shipments by Air Force (MAC) C-124 and C-133 transports at Tan Son Nhut (TSN) and the 388th Transportation Company (ADS) handles all surface vessels at the port of Vung Tau.

Occasionally in the past, the Military Airlift Command has delivered and retrograded Army aircraft by C-124's at the Vung Tau airfield. Due to an Operational Hazardous Report which was submitted by a C-124 aircraft commander on 31 Aug 1967, MAC operations at Vung Tau were restricted indefinitely until airfield improvements were made. Although improvements have not yet been completed, this headquarters was advised by the Southeast Asia Airlift Command Post at Clark AB, P.I., on 20 Oct 1967, that it had received instructions from the 22nd Air Force, Travis AB, to reinstate MAC service at Vung Tau under certain restrictions: (1) direct combat support missions only, (2) daylight VFR operations and (3) an IP in the left seat for takeoffs and landings.

The primary runway at Vung Tau is asphalt surfaced, 6,000 ft long (including a 1,500 ft PSP overrun) and 80 ft wide. This runway is not wide enough to be used on an unrestricted basis according to Air Force criteria. The Vung Tau airfield is classified as a semi-permanent field by the Air Force and, therefore, should have a runway width of 150 feet to accommodate MAC operated aircraft. Since only 4,500 ft of the runway is usable (the overrun is PSP and uneven), only C-124 and C-130 aircraft can use the runway at the present time. However, by leveling and paving the overrun and widening the runway to 150 ft, C-124, C-130 and C-133 aircraft could be accommodated on an unrestricted basis. Runway improvements, as cited, will cost an approximate \$480,000 as estimated by the Vung Tau Sub Area Engineer.

The importance and desirability of shifting Army aircraft shipments from TSN to Vung Tau is evident when the following facts are considered:

1. The 56th has moved from Saigon to Long Thanh North.
2. This move requires a large detachment to stay at TSN for the sole purpose of processing Army aircraft.
3. Ramp and hangar space now being utilized at TSN will not accommodate planned increases in Army aircraft shipments by MAC transports, whereas, adequate facilities do exist at Vung Tau.

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4. Aircraft operations at TSN are extremely heavy and helicopter operations are severely restricted.

5. Since the majority of Army aircraft processed by the Saigon Detachment are rotary wing, existing restrictions to helicopter operations at TSN hamper mandatory test flights.

OBSERVATIONS: Considering the disadvantages and problems attendant to establishing a detachment at TSN, serious consideration should be given to relocating the MAC shipment of Army aircraft operation to another suitable airfield such as Vung Tau. Additionally, consideration should be given to accomplishing this workload by civilian contract personnel from CONUS or by augmentation to the TO&E.

ITEM: Discrepancies on U-21 aircraft arriving in-country on MSTS surface carriers.

DISCUSSION: During this reporting period, 18 U-21 aircraft arrived aboard MSTS carriers. On 16 of these aircraft, both aileron assemblies had to be replaced because of excessive corrosion. The other two aircraft's ailerons were also corroded but were repairable at this station. Ailerons were requisitioned on an EDP status and received within three days. However, these new ailerons, when unpacked, were also found to be corroded and not repairable. To preclude a more lengthy down time on the U-21's, this unit telephonically requested permission from the 34th General Support Group to remove the ailerons from retrograde U8D's and USF's and install them on the U-21's. Permission was granted by the group maintenance officer.

ITEM: MOS for Avionics Production Control Personnel

DISCUSSION: At present there is no MOS for personnel working in avionics production control. This job requires knowledge of avionics equipment and repair procedures and therefore bench repairmen must be used in this job. This is not entirely fair to the man chosen because it keeps him from working in his MOS and hurts his chances for improvement in the MOS and for Proficiency Pay.

ITEM: SMI

DISCUSSION: The current practice of issuing repair parts coded "SMI" to units that are authorized to repair TARP components is inconsistent with

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SUBJECT: Operational Report for Quarterly Period Ending
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the purpose of the program. Consequently, there is a considerable amount of lost time and unnecessary cannibalization in effort to circumvent the basic problem.

PART II

RECOMMENDATIONS

OPERATIONS

ITEM: Units Coming into Country Without Support Units

RECOMMENDATIONS: That units slated for Vietnam should be provided with support before leaving CONUS and should be informed of the support set up that will be in effect once they reach RVN. The supporting units already in RVN should be informed, in advance, of the exact number of systems of each type and the maintenance support status of any incoming unit in their support area.

ITEM: Local Salvage Operation

RECOMMENDATIONS: That a subsidiary local salvage yard be established at a selected direct support unit location.

ITEM: Working hours for Civilian Contract Personnel

RECOMMENDATIONS: That working hour standards should be set and specified in the contracts of all civilian personnel hired for work in Vietnam. In any jobs where civilians will be required to work closely with the military these working hours should coincide with the standard USARV working hours.

ITEM: 388th Tech Supply was unable to issue SMI and TARP serviceable aircraft parts against EDP's during Saigon hostilities.

RECOMMENDATION: It is recommended that a contingency plan be worked into both SMI and TARP regulations which will give either the unit commander authority to act as a releasing authority for these items. Aircraft cannot be held on the ground because of circumstances of lost communication or inability of responsible individuals to get to their respective duty stations.

ITEM: Processing of Aircraft

RECOMMENDATIONS: That Vung Tau be recognized as the future site for all aircraft processing and retrograde operations by MAC transports and surface

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31 Jan 1968, RCS CSFO-65 (WCKG-T0)

carriers, that all planning be directed toward this end, that requests for runway improvements be approved, and that immediate action be taken to divert AC C-124's into Vung Tau for off-loading and retrograde of Army aircraft to CONUS.

ITEM: Discrepancies on U-21 aircraft arriving in-country on MSTs surface carriers.

RECOMMENDATION: There is a definite need for an improved method of preserving all magnesium flight control surfaces for surface shipment. It is recommended that a corrosion preventive compound be applied to the magnesium corrosive magnesium is questioned when the flight controls of the U-8, which are aluminum, are usable on the U-21.

ITEM: MOS for Avionics Production Control Personnel

RECOMMENDATIONS: That a MOS be set up for Avionics Production Control workers with possibilities for advancement and Proficiency Pay.

ITEM: SMI Repair Parts

RECOMMENDATION: That SMI Repair Parts be coded "TARP" and stocked in sufficient quantities at control USO locations in order to sustain the Theater Aircraft Repairable Program.

John A. Williams
John A. Williams
Lieutenant Colonel, TC
Commanding

13
AVGF-B (13 Feb 68)

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1968,
RCS CSFOR-65 (WCKG-T0)

HQ, 34th General Support Group (AM&S), APO 96309, 12 March 1968

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,
APO 96375

This headquarters has reviewed attached report and concurs in the report as written with the following comments:

1. The UIC number should be in the heading of the report and not in the subject.
2. Page 9, Part II, Item: 388th Tech Supply was unable to issue SMI and TARP serviceable aircraft parts against EDP's during Saigon hostilities. COMMENT: Emergency issues can be documented on a post--post basis after communications have been re-established; therefore, unit commanders can release serviceable TARP items under emergency conditions. A revision of the 34th Group AIMI (SMI) and TARP regulation is being drafted.
3. Page 10, Part II, Item: SMI Repair Parts: COMMENT: Non-concur. World-wide asset position on AIMI (SMI) repair parts frequently precludes stockage below depot level. Available assets must be distributed on an as needed basis to those GSU's/DSU's having an actual backlog of the major component. To distribute these critical parts on the basis of TARP capability levels would not guarantee that the parts would be used. A system of reporting actual components scheduled would be beneficial, and would allow the AIMI manager to best allocate his limited assets.

FOR THE COMMANDER:


JOHN O. NORTHRIDGE
CPT, TC
Adjutant

AVHGC-DST (13 Feb 68) 2d Ind

CPT Arnold/twl/LBN 4485

SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 1968,
RCS CSFOR-65 (WCKG-TO)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375

3 APR 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1968 from Headquarters, 765th Transportation Battalion (AM&S).

2. Pertinent comments follow:

a. Reference item concerning units coming into country without support units, pages 6 and 9: Concur. In order that advanced planning can be made to facilitate the smooth transitioning of newly arrived units to an operational status, notification of the pending arrival should be made to appropriate support units as soon as possible. Although USARV policy is to prevent the delay of units arriving, all efforts should be made to fully equip the unit prior to departure from CONUS.

b. Reference item concerning local salvage operation, pages 6 and 9: Concur. The 34th General Support Group should authorize the establishment of a subsidiary local salvage yard at a selected direct support unit location.

c. Reference item concerning working hours for civilian contract personnel, pages 6 and 9. Contact with 34th General Support Group reveals that this problem has been solved internally.

d. Reference item concerning processing of aircraft, pages 7 and 9. ORLL for the 58th Transportation Battalion for the quarterly period ending 31 January 1968 reflected a similar concern regarding delivery and the retrograde movement of Army aircraft. The authority for the determination of destination should rest with the AMMC representative here in RVN with coordination with the 34th General Support Group. This matter will be resolved by the 34th General Support Group.

e. Reference item concerning discrepancies on U-21 aircraft arriving in RVN on MSTS surface carriers, pages 8 and 10: Concur. All necessary steps

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3 APR

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RCS CSFOR-65 (WCKG-TO)

must be taken to insure that equipment shipped to RVN arrives in operational condition. Proper packing methods to preclude deterioration of parts in shipment should be adhered to. Recommend appropriate action by USAMC.

3. Correct Unit Identification Code is WCKGAA.

4. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

CHARLES A. BYRL
Major AGC
(Adjutant General)

Copies furnished:

HQ 765th Trans Bn (AM&S)
HQ 34th GS Gp

GPOP-DT (13 Feb 68) 3d Ind

SUBJECT: Operational Report of HQ, 765th Trans Bn (AM&S) for Period Ending
31 January 1968, RCS CSFOR-65 (R1)

HQ. US Army, Pacific, APO San Francisco 96558 23 APR 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C.L. SHORTT
CPT, AGC
Asst AG

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